Central American NEWSLETTER

Newsletter of the Central American Group of the Spanish Main Society.
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EDITORIAL

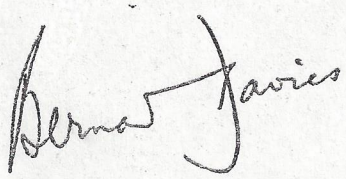
This edition includes an updating requested for us by Richard Washburn to supplement Denis Van der Velde's article on the railways of Central America. The author of the Honduras section is Mr Guy Harris of La Lima, now retired, former chief engineer of the Tela Railroad Company, a subsidiary of the United Fruit Co.. Denis' article has aroused a great deal of interest, but of all comments these from Richard Washburn's friends are the amplest and the most on-the-spot authentic; we are grateful for them.

Frequently, members on both sides of the Atlantic complain about the irritation caused to them by the frequent necessity for converting SG to Scott numbers and vice versa. We are therefore adding a supplement to this and the next few issues, offering such a ready-reckoner conversion for NICARAGUA. Unless normal material falls short at any time, this will be additional to our regular ten pages.. If you wish to have the whole thing as a unit, you can, of course, detach the final page from each issue, then staple them together.

For only the second time since we began this Newsletter, we have a slight surplus of useful material (mainly Causerie, with illustrations). However, please do NOT refrain from sending us articles and Causerie jottings, etc., for our surplus is not enough to fill a complete issue, and in any event it would leave us with a very unbalanced Autumn/Fall number 17.

Richard Washburn is most anxious to find a Honduras 1 or 2, e.g. "one with part of a transit marking or receiving cancellation". Any offers to the Editor, please. Similarly, please let the Editor know if anyone can help Leo Malz, who is looking for a catalogue on the Revenues of Nicaragua by a W Thompson which he believes to have been privately printed, date unknown but covering a 1935 issue; the catalogue was 22 pages long, and Leo would gladly pay all costs of photocopying, postage, etc..

At the end of our fourth year of publication, thanks to you all for your encouragement and support.

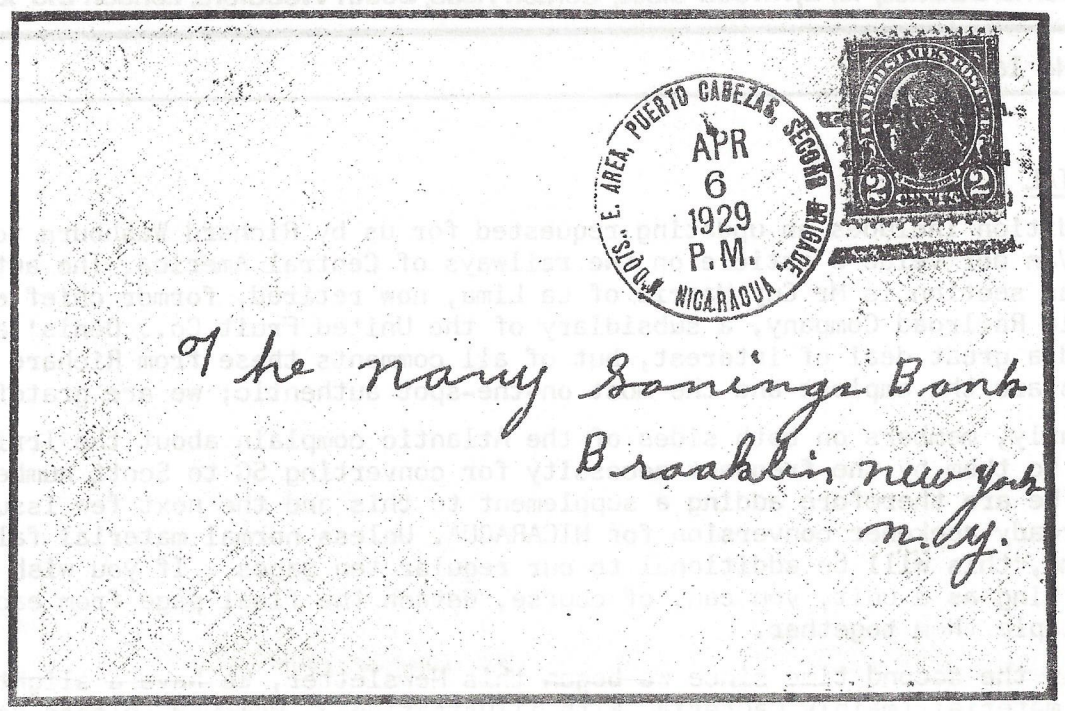


Editor

NICARAGUA: MARINE UPDATE by MICHAEL P BIRKS

As anyone who has ever written an article knows, the moment you put pen to paper and publish, new material or facts will inevitably come to light. Someone's law I think!

Such an accurrance happened within a month of my article on Marine postmarks appearing in this Newsletter (Issue No 12, June 1983). I bid for and got, a cover in a Hastings auction, cancelled with my figure 8, of the Second Brigade based in Puerto Cabezas.



Although the office was open from 12 August 1928, the earliest known example was dated Oct. 1929 . The example illustrated here is dated 6 April 1929, and so becomes the earliest known

Robert Gordon, writing in "The American Philatelist", described a marking belonging to the Aircraft Squadrons, Second Brigade. He stated that at the time of writing only one example had so far come to light.

I purchased the above front, dated 17 June 1930, from Francis Field recently. Now there are two.

NICARAGUA: CARTERO UPDATE by MICHAEL P BIRKS

In issue No 9, September 1982, an attempt was made to record as complete a listing of Nicaraguan Cartero marks as possible, with dates of usage. Since that time several people have written and sent further examples of these marks. The listing below incorporates all the new information I have received, but excludes those where no further examples have come to light.

Managua	Type I	Cartero No 1	Apr 28 1897[4]	- Jul 22 1901[5]
		2	Oct 9 1897[4]	- May 1 1901
		3	May 17 1900[1]	- Jul 17 1904[5]
		4	May 25 1897[4]	- May 26 1903[3]
	Type II	Cartero No 1	Nov 28 1904[3]	- Jun 12 1906
	Type IV	Cartero No 4	Oct 10 1904 (10am)	
			Dec 10 1904[1] (5am)	
	Type V	(erroneously labelled Type IV in the original article)		
		Cartero No 1	Oct 25 1904	- Nov 7 1904[3]
Leon	Type VIII	Cartero No 1	Feb 6 1903[2,5]	(New: illus)
		4	Jan 26 1901	- Dec 27 1903[5]
		6	Jan 19 1904[3]	- Feb 22 1906[5]
Granada	Type IX	Cartero No 2	Aug 17 1899[4]	
		3	Jun 15 1897[5]	- Jun 4 1899
	Type X	Cartero No 2	May 29 1908[5]	
		3	May 19 1908[5]	
Jinotepe	Type VIII	Cartero No 1	Oct 21 1898[4]	(New: illus)
Masaya	Type I	Cartero No 1	May 25 1898[4]	- Sep 8 1898

Sources: [1]Douglas Bayliss; [2]Bernard Davies; [3]Finn Stjernholck; [4]Henry Madden; [5]Brian Moorhouse

I would like to express my thanks to those mentioned above, and also to Kilian Nathan who responded to the original request for information.

Of speculation however, there has been none. So, the current theory about the use of these marks is that they were sorting marks, allocating mail to a particular postman, for delivery within a town, or for onward transmission to another town. This assumes that mail for people living in rural areas was collected from the post office, and did not receive these marks.

Or is there another explanation?

THE RAILWAYS OF CENTRAL AMERICA

AN UPDATING REQUESTED FOR US BY RICHARD WASHBURN

HONDURAS by GUY HARRIS

This sparsely populated Republic has a railway network only on the Northern part of the country, on the Caribbean. The 59 mile National Railway (FCN) links Puerto Cortes with Barracoa, San Pedro Sula, Bufalo and Potrerillos to the South. In 1952 this was extended another 10 miles into an area known as El Higuerito. Still later at El Llano in El Higuerito a bridge was built across the Rio Humuya to link the FCN with Tela Railroad Company tracks at the small town of Santa Rita.

The Tela Railroad Company (TRRCo) tracks (now a part of the FCN system) are on both sides of the Ulua River. One track runs from the Port of Tela (the East side of the river) linking El Puente, Urraco, El Progreso and Santa Rita, a distance of 72 miles. On the West side of the river there is also a track from Barracoa (on the FCN link) that links El Puente, La Lima and Bufalo (also on the FCN link), a distance of 39 miles. The TRRCo tracks are linked by bridge at El Puente, that crosses the Rio Ulua.

All of the above tracks are 42 inch guage.

From the port of La Ceiba the Standard Fruit Company has a track that crosses the Mico Blanco Mountain into the Aguan Valley to link with the towns of Sonaguera and Olanchito. There is also a track from La Ceiba to Tela that has been abandoned since Hurricane Francelia hit the area in 1969, a distance of 60 miles. Until a road was built in the mid 50's connecting these two Ports on the Caribbean, the rail link was the means of transportation. There was access via sea and air. The Government of Honduras feels that under an existing contract, the Standard Fruit Company is obligated to rehabilitate the track.

All of the above tracks are 36 inch guage.

When the laws were changed in recent years all railroads in Honduras came under the National Railroad.

PANAMA by CYRIL STEPHENS

The world should know that the United Fruit Company built a railroad in Changuinola, Panama in the Province of Bocas del Toro in 1903 to haul bananas to a barge system on the river. By 1909, this line was linked to the port of Almirante. By 1920, the line extended up the Panama and Costa Rican sides of the Sixaola River. The end of the line was the Talamanca Valley in Costa Rica, some 100km of main line to Almirante. This line hauled passengers, bananas and cacao. A passenger service still operates daily from Almirante to the border at Guabito although the extremes of the track were pulled up in the 1930's.

It is likely that letters were cancelled aboard the train owing to such remote distances. No one knows any more in Changuinola.

The Panama Railroad is not on the west bank of the canal (see a map), but on the east bank. The canal runs slightly NW-SE.

OLD CAUSERIE 1401 (Honduras) George Richardson writes "I have two commercial covers with the World Communications year mark. In both cases the stamp(s) are cancelled with a normal double rim cds for (1) 8 July 1983 with the first 8 inverted, and (2) 10 October 1983 with date inverted and reversed, reading 1983/10/Oct, with the WCY marks in the opposite quarter of the covers.

This suggests that this mark is a cachet and not a postmark or cancellation.

In recent years a number of special cachets have been used by Honduras. Some confusion may exist because of the style of cachet, which is similar to a postmark.

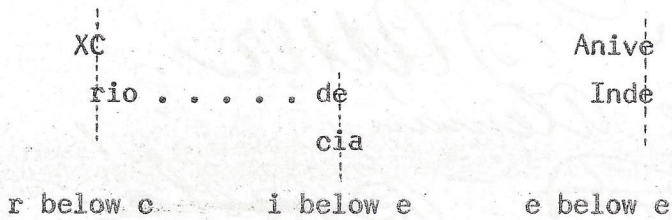
I have yet to see the Children's Day mark, so I am unable to comment on it."

HONDURAS: THE 90TH ANNIVERSARY OF INDEPENDENCE FROM SPAIN by HENRY MADDEN

The SG Type 22 surcharge was printed supposedly to call attention to the 90th anniversary of independence from Spain on September 15, 1821. I feel it was more a propaganda move to call attention to Honduras as a sovereign state and independent of any foreign power, especially the United States. In January of 1911, US Secretary of State Knox, and the Minister of Honduras signed an agreement that the US would help Honduras obtain a loan (from J P Morgan) to retire her foreign debt that would be paid off by levies against her custom duties.. This agreement was similar to an earlier agreement signed with Nicaragua. The collections of course would be made by an administrator selected by the US. The Congress of Honduras rejected the treaty that same month. So the mood was right for this stamp issue. The surcharged stamp was issued in September of 1911, possibly on Friday September 15, and sold only at the Tegucigalpa Post Office. However, the earliest cover we know is dated September 19 from Tegucigalpa. The generally accepted quantity printed (on SG 141a) was 2000 stamps, or 20 sheets of 10 x 10. The only authentic variety accepted today is the inverted surcharge. Based on the rarity of the genuine (and expertized) inverts, I feel that in all probability only one of the 20 sheets was so printed.

The only genuine surcharge stamps I have seen have been on the basic 2 centavos perf 12 stamp. I hate to make an "all inclusive" statement, but I think we can categorically regard all surcharges on perf 14 as bogus or unauthorised. The covers of SG 157 and 157a that I have are all perf 12. The main characteristics of the genuine surcharge are listed below. They will be quite helpful in culling out the bogus items, but cannot be 100% positive as a small percentage of fakes may quite closely meet these criteria, and a more minute comparison may be needed.

1 - Basic stamp perf 12.
2 - No stop after the "XC"
3 - "C" is nearly closed.
4 - The overprint is very delicate and lightly impressed. No impression of the overprint should be detectable on the reverse.
5 - The vertical height of the overprint is 10mm overall.
6 - There is a double space between the "de" and "la", except in positions 18 and 54, which are single spaced. The length of the "aniversario de la" is 21mm and 20½mm in the single spaced "de la".
7 - The length of the "Independencia" is 16½mm.
8 - I have also noted that in the genuine the cross bar of the "A" in "Aniversario" is very light, often incomplete, and dometimes completely missing. If you have a strong, heavy and distinct cross bar, suspect a bogus surcharge.
9 - The vertical alignment of the letters is quite consistent and a good guide (see below)

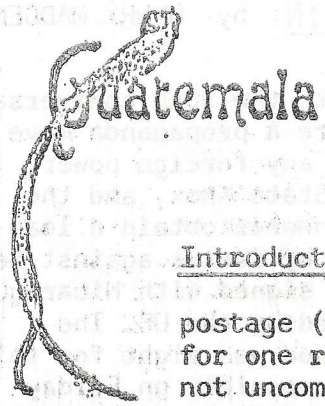


This article was called forth by Richard Washburn's causerie 1003 - (Ed)

OLD CAUSERIE

1501 Doug Bayliss comments "On reading Leo Harris' article in the March Newsletter about the two printings of the 1928 Dominican Republic issue, I examined the stamps I have and comment as follows:-

1. The Ferrua printing has the horizontal lines of shading in the side panels further apart than the Lepervanche, and they are irregular: also there is much less cloud, so that the sky above the castle seems almost white.
2. All the stamps I have are singles, and only the 2c in both printings. These have the short line described by Leo and so has the 10c of the first printing. Hence it seems that Leo's "find" is not a safe method of identifying the printings. He will no doubt have noticed that the 1c differs from all the other values in having a dash before and after the value in words: can he say if this applies to both printings?"



POSTAL STATIONERY USED IN LIEU OF STAMPS

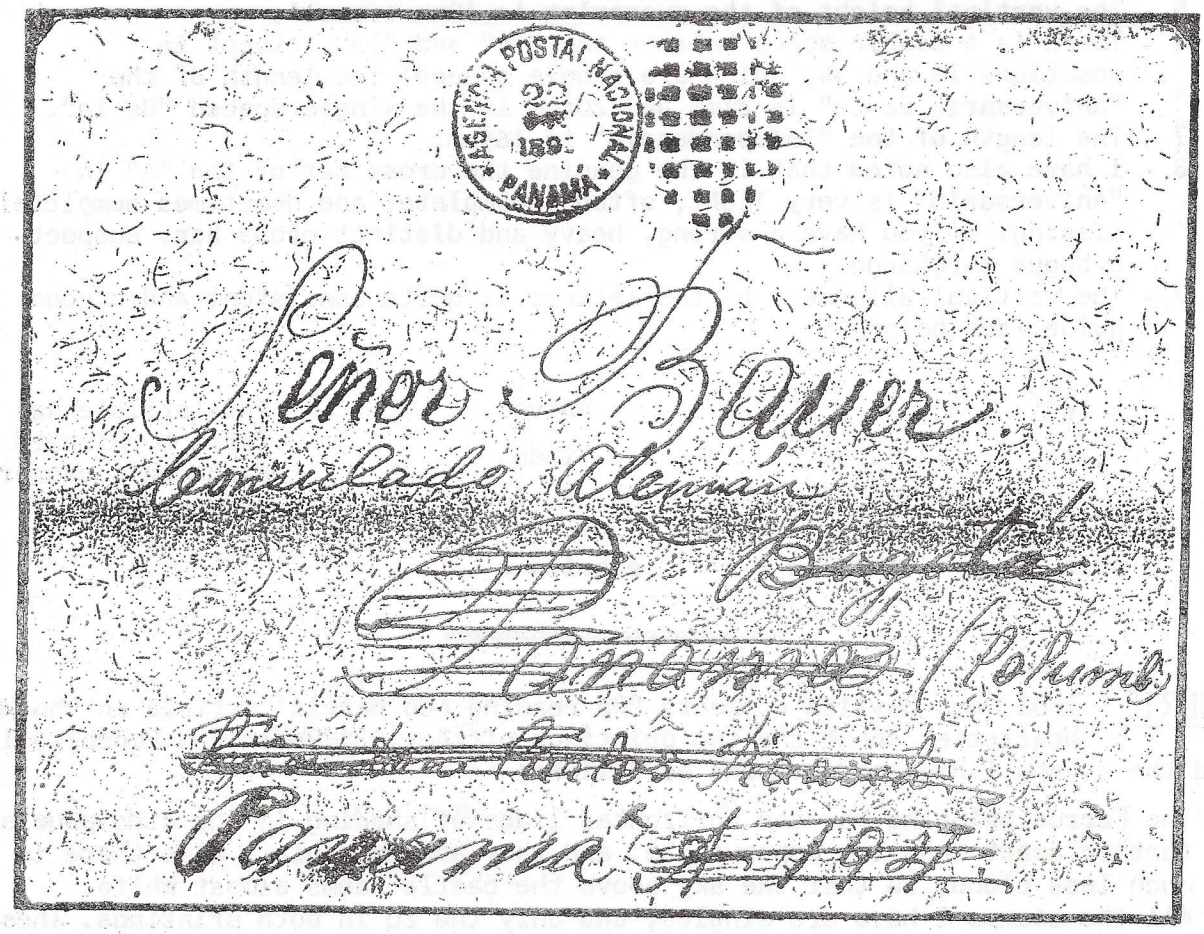
by "QUETZAL"

Introduction: Not all Guatemala collectors are aware that occasionally postal stationery envelopes and cards were used to prepay postage (cut-outs were not permitted). This usually happened when stamps, for one reason or other, were unavailable at certain post offices - a not uncommon occurence in Central American countries - hence the many provisionals.

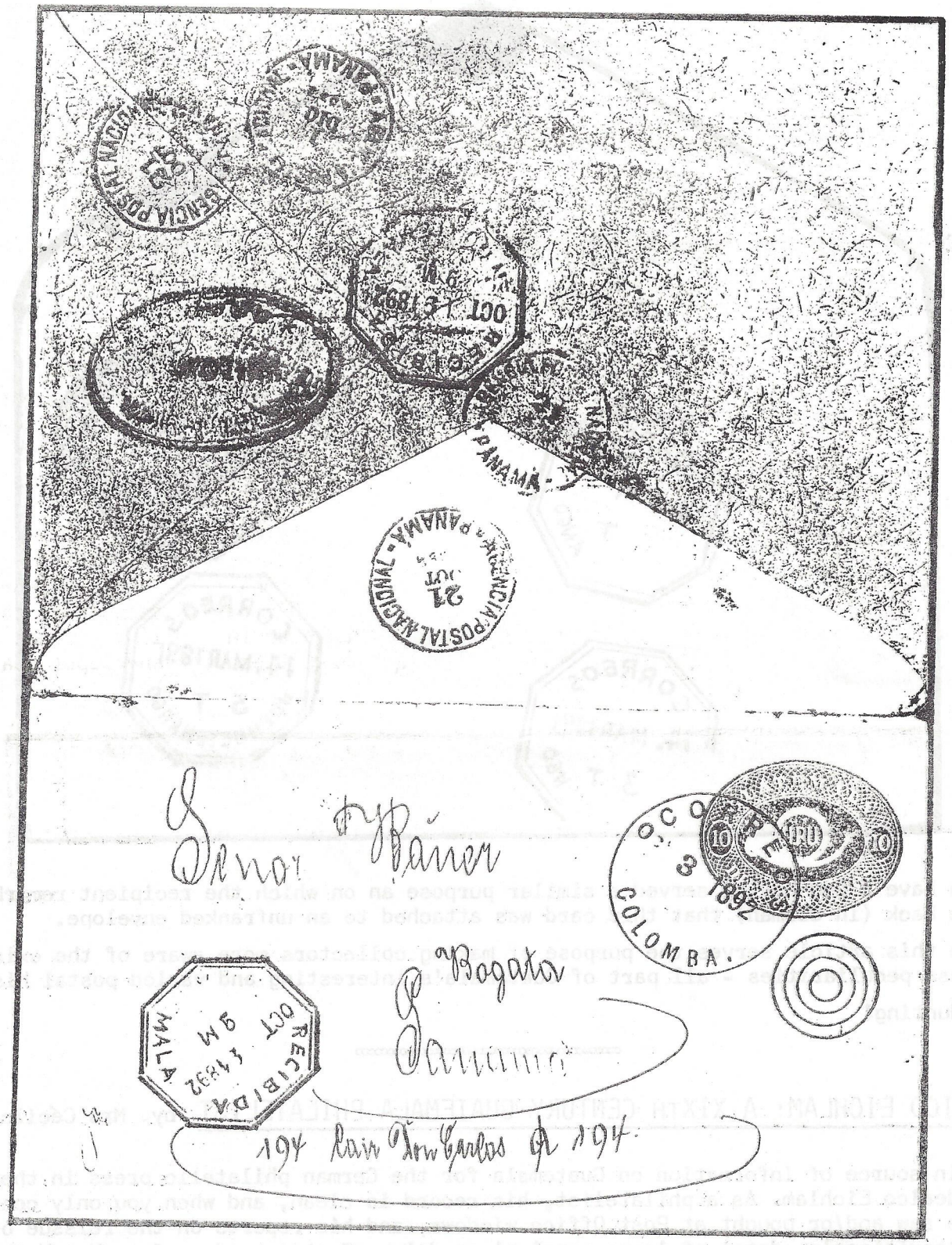
These are by no means "philatelic concoctions" and it is always pleasing to come across such items since they are not common and are often overlooked.

Volume I of the handbook (G1) on page 181 under the heading "Freaks and Expedients of 1898" gives some information on this subject. Rummaging recently through some early numbers of "El Quetzal" the writer found a short article by the then editor, Roland Goodman, in No 121 of November 1959, wherein he describes a 3 cent 1890 psc thus used. This, as far as I can see, is all which has been published to date about these "curiosities".

Identification: Covers with a postal stationery envelope (pse) or card (psc) still attached to them may puzzle the beginner but present no problem once the item has been studied. Illustrated is a cover from Colomba to Bogotá, re-addressed to Panama, dated October 3, 1892 to which is attached a 10 centavos pse. There are in all 10 transit/arrival marks the study of which is a chapter in itself ..... not all clearly showing up on the photocopy. One of the postmarks ties both envelopes neatly together.

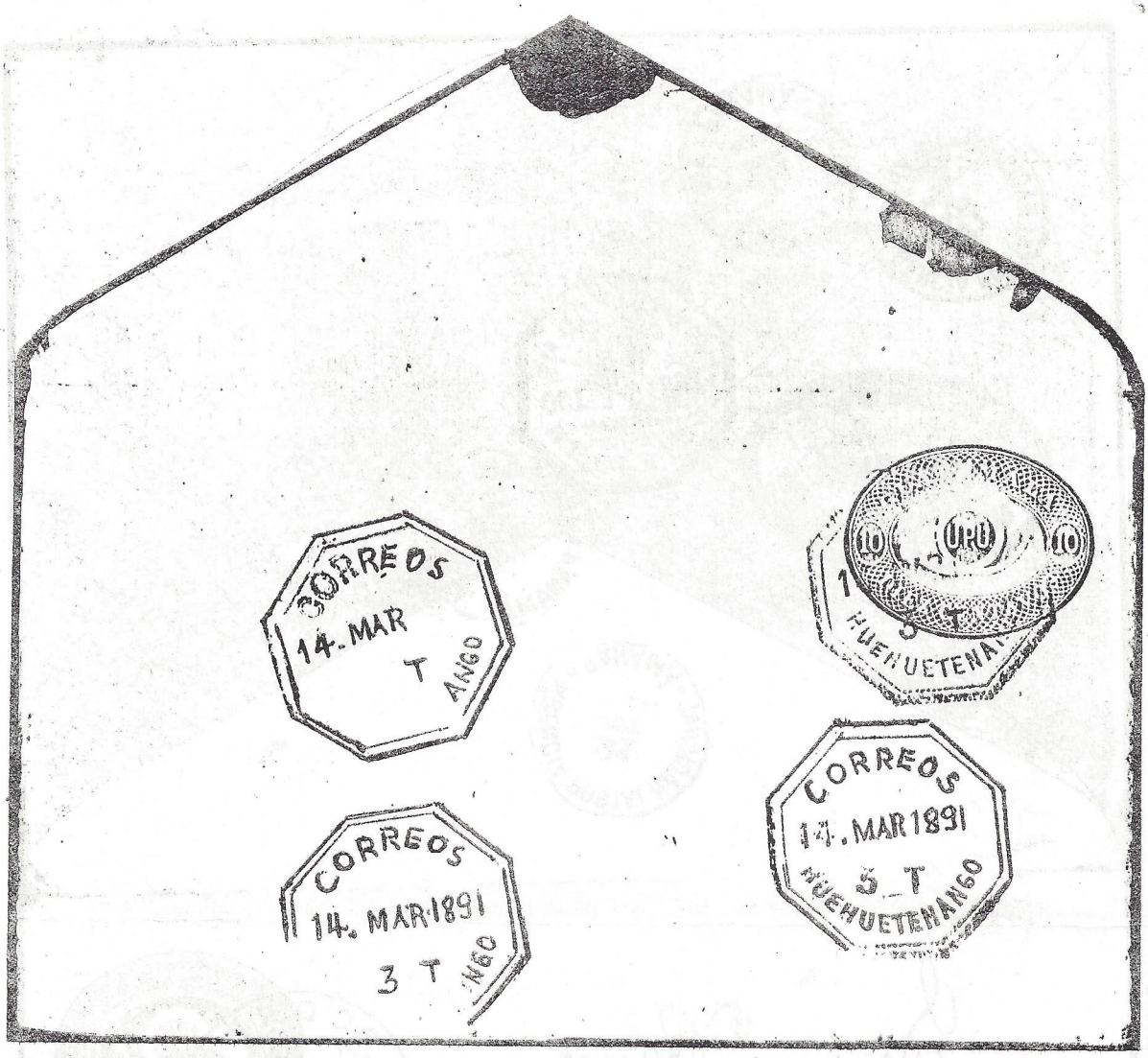


The back of this cover, and the attached postal stationery envelope are illustrated on the next page.



Detached, pse and psc can pose a problem, as often they bear no address and look very much like cto material, so are thus often easily overlooked. It pays to check the reverse as this sometimes shows transit or arrival marks and at times damaged flaps to the envelope, caused when torn off the original cover. Psc often have traces of glue and foreign paper still adhering where they were detached or torn off the original piece.

The cover illustrated at the top of the next page, could easily have been taken as cto. Again a 10 cent envelope from Huehuetenango of 14 March 1891 with the flap showing all the signs of having been stuck on another cover and, more important, having two part seals. There are no backstamps.



I also have a psc having served a similar purpose an on which the recipient remarked on the back (in German) that this card was attached to an unfranked envelope.

I hope this article serves the purpose of making collectors more aware of the existence of these peculiarities - all part of Guatemala's interesting and varied postal history.

Good Hunting!

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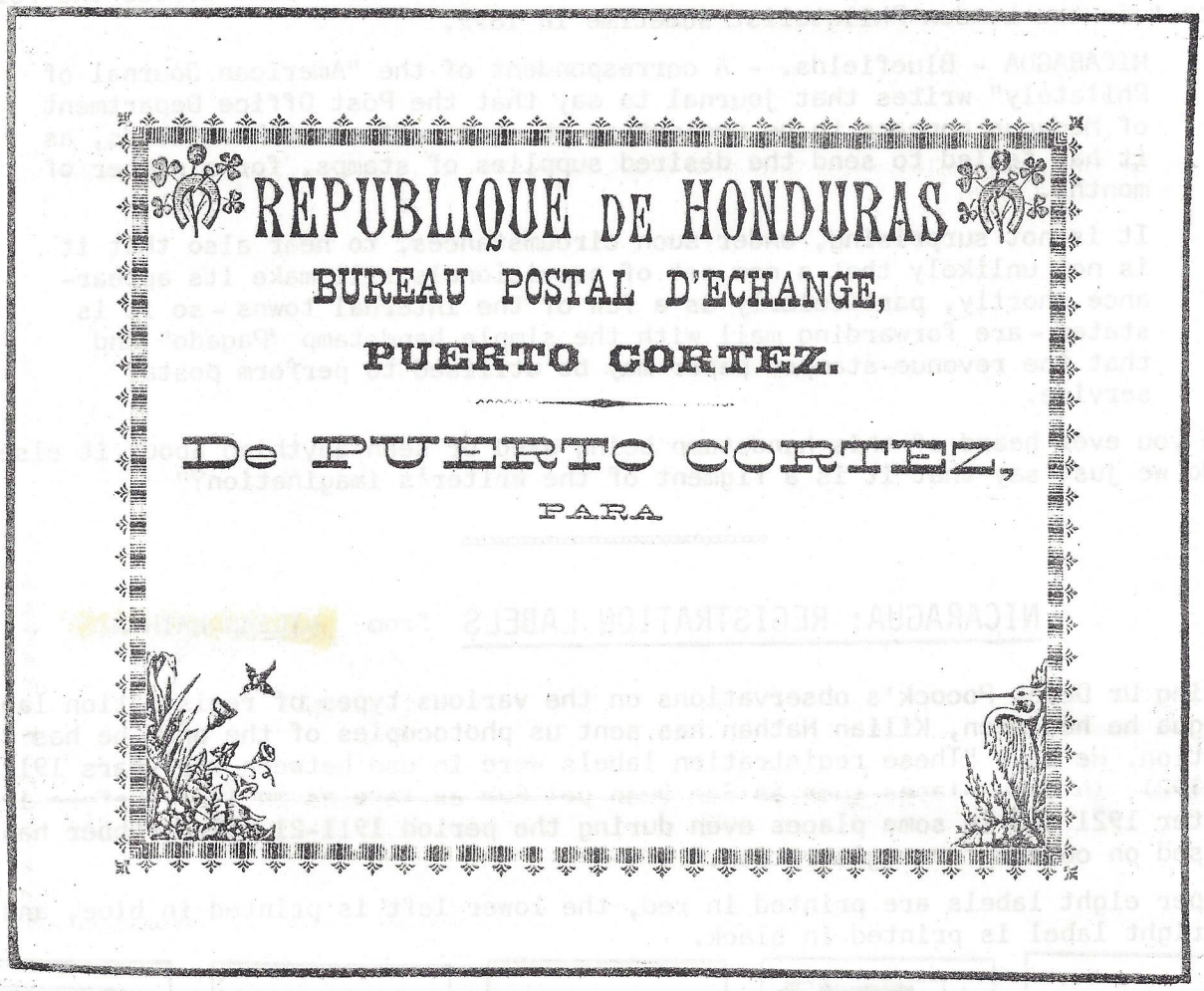
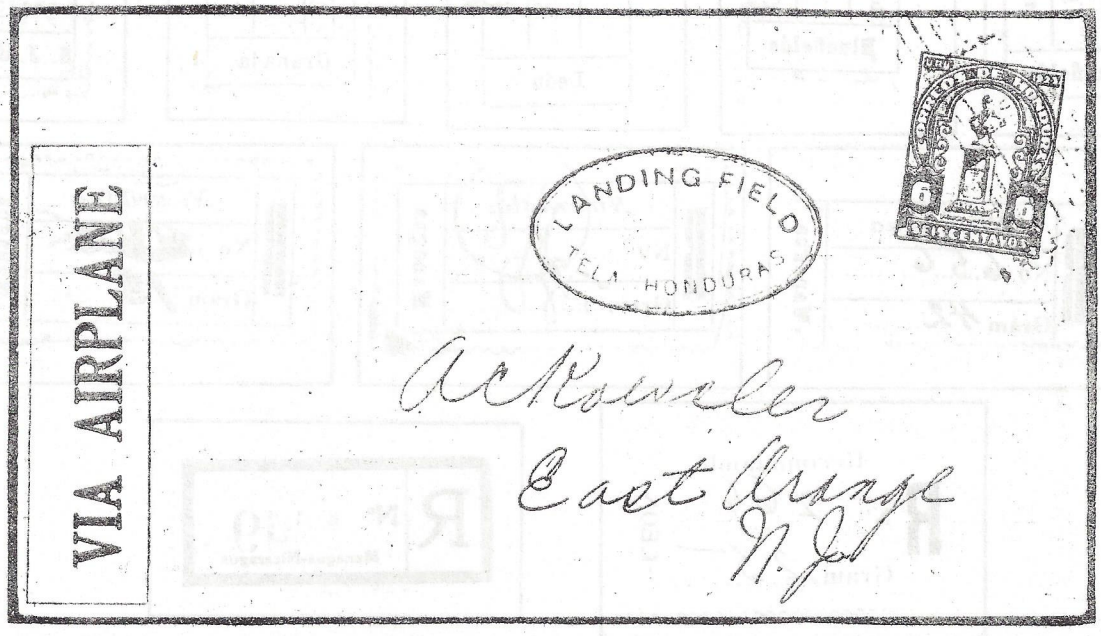
NEW CAUSERIE

1601 Honduras. George Richardson writes "I would welcome any information on the label illustrated, which is 153mm x 126mm, printed in black and endorsed on the reverse 'label for mails for Interior'."



1602 Honduras. George continues "Also illustrated is a cover bearing, on obverse (1) six centavos of June 1924 issue (2) label 60mm x 15mm with "via airplane" in black on white, and (3) oval double rim cachet "Landing Field/Tela, Honduras" in violet. On the reverse is a part strike of a single rim 29½mm circular date stamp in violet, showing only - (HON)DURAS at top, followed by the date (F)EB, (1 or 2)3, 192 (plus lower portion of 5,6 or 8).



1603 Honduras. Finally George asks "I have a copy of SG185 with the left half of an oval single rim cancellation in blue, with what is almost certainly, at top KRWAS--?/no visible date(SAN PEDRO --. Any ideas or views please."

1604 Nicaragua. Denis Kilner writes "I have been looking through some old magazines, just to see what they mentioned about Nicaragua, and I came across the following extract in the London Philatelist sometime in 1899.

> NICARAGUA - Bluefields.-- A correspondent of the "American Journal of Philately" writes that journal to say that the Post Office Department of Managua appears to be neglecting the post office at Bluefields, as it has failed to send the desired supplies of stamps, for a number of months.
>
> It is not surprising, under such circumstances, to hear also that it is not unlikely that a new set of provisionals will make its appearance shortly, particularly as a few of the internal towns - so it is stated - are forwarding mail with the simple handstamp 'Pagado' and that the revenue-stamped paper may be utilised to perform postal service.

Have you ever heard of this handstamp being used or seen anything about it elsewhere, or do we just say that it is a figment of the writer's imagination?"

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NICARAGUA: REGISTRATION LABELS from KILIAN NATHAN

Following Dr Derek Pocock's observations on the various types of registration labels of Nicaragua he has seen, Kilian Nathan has sent us photocopies of the ones he has in his collection. He says "These registration labels were in use between the years 1911 and about 1921, in some places such as San Juan del Sur as late as in 1923. Before 1911 and after 1921 and in some places even during the period 1911-21, also rubber handstamps were used on covers for registration."

The upper eight labels are printed in red, the lower left is printed in blue, and the lower right label is printed in black.

NICARAGUA SG to Scott Conversion

Compiled by Michael P Birks

Volcano Issue

1862 Yellowish

SG		Scott
1	2c	1
2	5c	2

1869-80 White P12

3	1c	3
4	2c	4
5	5c	5
6	10c	6
7	25c	7

Porous paper[1] P12

8	1c	U[2]
9	2c	U
10	5c	U
11	10c	U
a	imp vert	U
12	25c	U

[1]Scott do not differentiate between papers.

[2]Unlisted

Porous Roul 8½

13	1c	U
14	5c	U

White Roul 8½

15	1c	8
16	2c	9
17	5c	10
18	10c	11
19	25c	12

1882 UPU

20	1c	13
21	2c	14
22	5c	15
23	10c	16
24	15c	17
25	20c	18
26	50c	19

1890 Seebeck

27	1c	20
28	2c	21
29	5c	22
30	10c	23
31	20c	24
32	50c	25
33	1p	26
34	2p	27
35	5p	28
36	10p	29

Officials[3]

037	1c	01
038	2c	02
039	5c	03
040	10c	04
041	20c	05
042	50c	06
043	1p	07
044	2p	08
045	5p	09
046	10p	010

1891 Seebeck

37	1c	30
38	2c	31
39	5c	32
40	10c	33
41	20c	34
42	50c	35
43	1p	36
44	2p	37
45	5p	38
46	10p	39

Officials[3]

047	1c	011
048	2c	012
049	5c	013
050	10c	014
051	20c	015
052	50c	016
053	1p	017
054	2p	018
055	5p	019
056	10p	020

1892 Seebeck

47	1c	40
48	2c	41
49	5c	42
50	10c	43
51	20c	44
52	50c	45
53	1p	46
54	2p	47
55	5p	48
56	10p	49

Officials[3]

057	1c	021
058	2c	022
059	5c	023
060	10c	024
061	20c	025
062	50c	026
063	1p	027
064	2p	028
065	5p	029
066	10p	030

[3]Scott do not list "a" or "b" numbers, owing to their "dubious status"

1893 Seebeck

57	1c	51
58	2c	52
59	5c	53
60	10c	54
61	20c	55
62	50c	56
63	1p	57
64	2p	58
65	5p	59
66	10p	60

Officials

067	1c	031
068	2c	032
069	5c	033
070	10c	034
071	20c	035
072	25c	036
073	50c	037
074	1p	038
075	2p	039
076	5p	040
077	10p	041

1894 Seebeck

67	1c	61
68	2c	62
69	5c	63
70	10c	64
71	20c	65
72	50c	66
73	1p	67
74	2p	68
75	5p	69
76	10p	70

Officials

078	1c	042
079	2c	043
080	5c	044
081	10c	045
082	20c	046
083	50c	047
084	1p	048
085	2p	049
086	5p	050
087	10p	051

1895 Seebeck

77	1c	71
78	2c	72
79	5c	73
80	10c	74
81	20c	75
82	50c	76
83	1p	77
84	2p	78
85	5p	79
86	10p	80

Officials (No wmk)

088A	1c	052
089A	2c	053
090A	5c	054
091A	10c	055
092A	20c	056
093A	50c	057
094A	1p	058
095A	2p	059
096A	5p	060
097A	10p	061

(Watermarked)

088B	1c	062
089B	2c	063
090B	5c	064
091B	10c	065
092B	20c	066
093B	50c	067
094B	1p	068
095B	2c	069
096B	5p	070
097B	10p	071

1896 Seebeck

(No wmk)

90A	1c	81
91A	2c	82
92A	5c	83
93A	10c	84
94A	20c	85
95A	50c	86
96A	1p	87
97A	2p	88
98A	5p	89

(Watermarked)

90B	1c	89A
91B	2c	89B
92B	5c	89C
93B	10c	89D
94B	20c	89E
95B	50c	89F
96B	1p	89G
97B	2p	89H
98B	5p	89I

Officials

099A	1c	082
0100A	2c	083
0101A	5c	084
0102A	10c	085
0103A	20c	086
0104A	50c	087
0105A	1p	088
0106A	2p	089
0107A	5p	090
099B	1c	091
0100B	2c	092
0101B	5c	093
0102B	10c	094
0103B	20c	095
0104B	50c	096
0105B	1p	097
0106B	2p	098
0107B	5p	099

Postage Due

D99A	1c	J1
D100A	2c	J2
D101A	5c	J3
D102A	10c	J4
D103A	20c	J5
D104A	30c	J6
D105A	50c	J7
D99B	1c	J8
D100B	2c	J9
D101B	5c	J10
D102B	10c	J11
D103B	20c	J12
D104B	30c	J13
D105B	50c	J14

Official P D

D108A	1c	072
D109A	2c	073
D110A	5c	074
D111A	10c	075
D112A	20c	076
D108B	1c	077
D109B	2c	078
D110B	5c	079
D111B	10c	080
D112B	20c	081

1897 Seebeck

99A	1c	90
100A	2c	91
101A	5c	92
102A	10c	93
103A	20c	94
104A	50c	95
105A	1p	96
106A	2p	97
107A	5p	98
99B	1c	98A
100B	2c	98B
101B	5c	98C
102B	10c	98D
103B	20c	98E
104B	50c	98F
105B	1p	98G
106B	2p	98H
107B	5p	98I

1897 Officials

0113A	1c	0100
0114A	2c	0101
0115A	5c	0102
0116A	10c	0103
0117A	20c	0104
0118A	50c	0105
0119A	1p	0106
0120A	2p	0107
0121A	5p	0108
0113B	1c	0109
0114B	2c	0110
0115B	5c	0111
0116B	10c	0112
0117B	20c	0113
0118B	50c	0114
0119B	1p	0115
0120B	2p	0116
0121B	5p	0117

Postage Due

D108A	1c	J15
D109A	2c	J16
D110A	5c	J17
D111A	10c	J18
D112A	20c	J19
D113A	30c	J20
D114A	50c	J21
D108B	1c	J22
D109B	2c	J23
D110B	5c	J24
D111B	10c	J25
D112B	20c	J26
D113B	30c	J27
D114B	50c	J28

1898 Seebeck

108	1c	99
109	2c	100
110	4c	101
111	5c	102
112	10c	103
113	15c	104
114	20c	105
115	50c	106
116	1p	107
117	2p	108
118	5p	109

(No Wmk)

119	1c	109A
120	2c	109B
121	4c	109D
122	5c	109E
123	10c	109E
U	15c	109H
U	20c	109I
U	50c	109J
U	1p	109K
U	2p	109L
U	5p	109M

Scott do not list shades.

Officials

0124	1c	0118
0125	2c	0119
0126	4c	0120
0127	5c	0121
0128	10c	0122
0129	15c	0123
0130	20c	0124
0131	50c	0125
0132	1p	0126
0133	2p	0127
0134	5p	0128

Postage Due

D124	1c	J29
D125	2c	J30
D126	5c	J31
D127	10c	J32
D128	20c	J33
D129	30c	J34
D130	50c	J35

1899 Seebeck

126	1c	110
127	2c	111
128	4c	112
129	5c	113
130	10c	114
131	15c	115
132	20c	116
133	50c	117
134	1p	118
135	2p	119
136	5p	120

Officials

0137	1c	0129
0138	2c	0130
0139	4c	0131
0140	5c	0132
0141	10c	0133
0142	15c	0134
0143	20c	0135
0144	50c	0136
0145	1p	0137
0146	2p	0138
0147	5p	0139

Postage Due

D137	1c	J36
D138	2c	J37
D139	5c	J38
D140	10c	J39
D141	20c	J40
D142	50c	J41

1900 Asenjo

137	1c	121
138	2c	122
139	3c	123
140	4c	124
141	5c	125
142	6c	126
143	10c	127
144	15c	128
145	20c	129
146	50c	130
147	1p	131
148	2p	132
149	5p	133

Officials

0148	1c	0140
0149	2c	0141
0150	4c	0142
0151	5c	0143
0152	10c	0144
0153	20c	0145
0154	50c	0146
0155	1p	0147
0156	2p	0148
0157	5p	0149

Postage Due

D146	1c	J42
D147	2c	J43
D148	5c	J44
D149	10c	J45
D150	20c	J46
D151	30c	J47
D152	50c	J48

1901 Sur Asenjo

151	2c/1p	134
a	↓	b
b	↑↑	c
c	bar	a
152	10c/5p	135
a	bar	a
153	20c/2p	136
a	bar	a

1901 Surch PD

154	1c	137
155	2c	138
156	5c	139
157	10c	140
a	↑↑	a
158	20c	141
159	30c	142
160	50c	143
a	1091	a
b	Correo	b

1901 Sur Asenjo

Black Surcharge

161	3c/6c	144
a	↓	b
b	↑↑	c
c	↑↓	a
162	3c/6c	144a
a	↓	U
163	4c/6c	145
a	↑↑	c
b	1c	b
164	4c/6c	145a
165	5c/1p	146
a	↑↑	c
166	5c/1p	146a
167	5c/1p	146b
168	10c/2p	147
a	↓	a
b	↑↑	b

Blue Surcharge

169	3c/6c	148
a	↑↑	b
170	3c/6c	148a
171	4c/6c	149
a	↓	c
b	1c	b
172	4c/6c	149a
a	↓	U

Red Surcharge

173	5c/1p	150
a	↓	c
b	↓↓	d
174	5c/1p	150a
a	↓	U
175	5c/1p	150b
a	↓	U
176	20c/5p	151
a	↓	a
b	↑↑	b
c	↑↑↑	c

Overprinted PD

177	1c	152
a	↑↑	d
b	T23	152a
ba	↑↑	U
c	T24	152b
ca	↑↑	U
d	T25	152c
da	↑↑	U
178	2c	153
a	↑↑	a
179	5c	154
a	↑↑	b
b	↑↓	a
180	10c	155
a	↑↑	b
b	↑↓	c
181	20c	156
a	↑↑	b
182	30c	157
a	↑↑	a
b	↑↓	b
183	50c	158
a	↑↑	b
b	↑↑↑	a

1902 Litho

184	5c	159
U	imp	a
185	5c	160
U	imp	a
186	10c	161
U	imp	a

1902 Surcharges

187	15c/2c	162
a	↑↑	a
b	↑81	b
188	30c/1c	163
a	↑↑	a
b	↓	b

1903 Pres Zelaya

189	1c	167
190	2c	168
191	5c	169
192	10c	170
193	15c	171
194	20c	172
195	50c	173
196	1p	174

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1903 Officials

0197	1c/10c	0150
a	↓	d
b	ovo	a
c	Con	b
d	no 1	e
e	I	U
f-j	orn	c
0198	2c/3c	0151
a	↓	d
b	ovos	a
c	Con	b
d-f	orn	c
0199	4c/3c	0152
a	ovos	a
b	Con	b
c	orn	c
U	↓	d
0200	4c/10c	0153
a	ovos	a
b	Con	b
c	orn	c
U	↓	d